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GDS per DoD 5200.1-r; Adjutant Generals'
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

180 ACSFOR 19

AGDA (M) (27 Feb 70) FOR OT-UT-694096

5 March 1970

SUBJECT. ~~Operational Reports~~ Lessons Learned, Headquarters, 10th Aviation
Battalion ~~Period Ending 31 October 1969 (U)~~

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Robert E. Lynch
ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 10TH AVIATION BATTALION (COMBAT)
APO 96377

AVRACB-1E

14 November 1969

SUBJECT: Operational Report-Lessons Learned, 10th Aviation Battalion
(Combat): Period Ending 31 October 1969

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1. Section 1, Operations: Significant Activities.

a. (C) General: The mission of the 10th Aviation Battalion (Combat) is to provide aviation support as directed by Commanding Officer, 17th Aviation Group (Combat) in support of airmobile operations designed to search out and destroy the insurgent enemy and to extend Government of Vietnam (GVN) Control of the population: To provide general support aviation as directed by Commanding Officer, 17th Aviation Group (Combat) to First Field Forces Vietnam (IFFV), Deputy Senior Advisor (DSA) II Corps and 5th Special Forces Group (SFG): To provide command and control of assigned and attached units as directed by Commanding Officer, 17th Aviation Group (Combat). An organization chart is attached (Incl 1).

b. (U) Personnel

(1) Personnel rotations continue to exceed the 15% maximum in October and November as previously reported.

(2) A shortage of assigned cooks, clerks and wheel vehicle mechanics is causing a drain of aviation maintenance personnel to fill these positions. During the reporting period, the following percent of shortages occurred in these MOS. The projected losses will compound this problem.

(a) Clerks - 22%.

(b) Cooks - 13%.

(c) Wheel vehicle mechanics - 26%.

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(3) A shortage of aircraft technical inspectors continues. Although authorized 25 technical inspectors, there are 11 assigned. To compensate for this critical shortage, maintenance supervisors are required to conduct technical inspections, personally, or very closely supervise OJT technical inspections. This causes maintenance supervision to be concentrated in one specific area, thus detracting from the total supervisory effort.

(4) Changes in command and primary staff positions were as follows:

(a) On 31 Aug 69, Maj Charles P. Palmer, FA, 259-78-5804, assumed command of the 48th Aviation Company (Assault Support Helicopter) from Maj. John R. Reese, FA, 252-42-5696.

(b) On 1 Sep 69, 1st. Richard M. Pascett, IN, 152-30-3154, assumed duties as Battalion S-1 from 1st. Charles A. Gregory, Jr, IN, 506-82-0080.

(c) On 10 Sep 69, 2pt. Paul Fusco, FA, 114-34-5152, assumed duties as Battalion S-4. 1st. Jack R. Cheney, FA, 451-36-7964, the previous S-4, was medically evacuated on 7 Aug 69 for wounds received in action.

(d) On 12 Sep 69, Maj. Charles M. Quattlebaum, IN, 453-54-3715, assumed command of the 92nd Aviation Company (Assault Helicopter) from Maj. Robert F. James, IN, 263-52-0217.

(5) Unit Strength as of 31 October 1969 is contained in Incl 2.

c. (C) Intelligence

(1) Physical Security: Improvement of the defensive posture continues throughout the 10th Aviation Battalion (Combat) on a daily basis.

(a) Headquarters and Headquarters Company repaired or reconstructed all fighting positions as required along the UHC perimeter. Range cards were added to each position and fields of fire were improved and cleared. All claymore mines were inspected, rewired, and clearly marked for identification. Two (2) new ammunition bunkers were completed during the quarter.

(b) The 48th Aviation Company (Assault Helicopter) continued to make defense improvements throughout the reporting quarter. The 9th ROK Division assumed responsibility of the unit's portion of the perimeter.

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(Combat): Period Ending 31 October 1969

(c) The 92nd Aviation Company (Assault Helicopter) rebuilt two guard towers and constructed one new one. Additional concertina wire and claymore mines have been replaced. Revetments for two perimeter generators and the POL pump were constructed. Repair and construction of aircraft revetments and a hover lane by the 18th Engineer Brigade have been delayed indefinitely due to priority engineer projects.

(d) The 281st Aviation Company (Assault Helicopter) bunkers along the southeastern perimeter were cleared and new fields of fire were established. The motor pool was enclosed with a high chain fence ten (10) feet high. Perimeters are inspected daily for maintenance of bunkers and ammunition availability.

(2) Intelligence and Counter-Intelligence:

(a) At 0030 hours, 7 Aug 69, HHC, 10th Aviation Battalion (Combat) received an estimated 30 to 35 rounds of 82 mm mortar fire. An ambulance received heavy damage; a 3/4 and a 1/4 ton truck were moderately damaged. Two (2) BOQ were moderately damaged. Additionally two (2) power lines were severed by shrapnel. There were four (4) friendly casualties who were evacuated to 12th Air Force Hospital in Cam Ranh Bay.

(b) The 92nd Aviation Company (Assault Helicopter) received one (1) stand-off attack consisting of 23 rounds of 82 mm mortar fire on 23 September 1969 at 2200 hours. Two (2) UH-1 received major damage, four (4) UH-1 minor damage. One (1) platoon building received light shrapnel damage.

(c) The 155th Aviation Company (Assault Helicopter) received two (2) attacks during this quarter. On 16 August approximately 27 rounds of mixed 82 mm mortar and B-40 rockets caused heavy damage to one (1) aircraft and moderate damage to four (4) more. Eight (8) buildings including one (1) of the new sentry dog kennels received moderate damage. Four (4) vehicles received moderate damage and numerous telephone lines were cut by shrapnel. Eight (8) personnel were injured, three of which required medical evacuation. On 25 October 1969 an estimated 13 rounds of 82 mm mortar lightly damaged three (3) aircraft, seven (7) vehicles, one (1) building and wounded five (5) personnel, two (2) of which were evacuated.

(d) The 281st Aviation Company (Assault Helicopter) continued to support "Project Delta" in the I Corp Tactical Zone. Intelligence reports revealed NVA troop movement along the demilitarized zone and the northern edge of the Ashau valley.

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(Combat): Period Ending 31 October 1969

d. (C) Operations

(1) Plans: At the close of the reporting period the 10th Aviation Battalion (Combat) is commanding and coordinating the missions of its assigned units from base camp at Dong Ba Thin, RVN. On 16 September 1969 the battalion tactical operations center was deployed to Ban Mo Thuot to augment the 155th Aviation Company (Assault Helicopter). The battalion element was further deployed on 6 October 1969 to Gia Nghia. The tactical operations center was deployed in conjunction with and in support of the 23rd ARVN Division (LT) in the Quang Duc Province. The mission terminated 5 October 1969. On 27 October 1969 the tactical operations center was again deployed from the battalion base to Ban Mo Thuot to augment the 155th Aviation Company (Assault Helicopter). At the close of the quarter the element is still in the Ban Mo Thuot location.

(2) Operations: Units of the 10th Aviation Battalion (Combat) provided aviation support throughout the seven southern provinces of the II Corp Tactical Zone. Aviation assets are furnished to support Task Force South, a joint U.S. and ARVN operation in the Dilat, Bao Loc, Phan Thiet area, consisting of the 3rd Battalion, 503rd Infantry, 173rd Airborne Brigade and 3rd Battalion, 506 Infantry, 101st Airborne Division (Airmobile) along with ARVN Ranger and Infantry units. Additionally, support is provided to the 9th Inf Division (ROK), the 22nd and 23rd Inf Divisions, (ARVN) 5th Special Forces Group, and general support throughout the area of operations. The 10th Aviation Battalion (Combat) continued to maintain eight (8) lift ships and six (6) gunships at Mai Loc in the I Corp Tactical Zone in support of Project Delta from the 281st Aviation Company (Assault Helicopter).

(3) Summary: A recapitulation of all unit results is attached (Incl 3).

(a) Operations of the 48th Aviation Company (Assault Helicopter): The company continued in general support of the 9th Infantry Division (ROK). Missions included: command and control, resupply, combat assaults and extractions, administrative troop movements, convoy cover, reconnaissance and medical evacuation. The 48th also provided general support to U.S. and ARVN forces in the southern II Corp area. During the quarter the 9th Infantry Division (ROK) supported by the 48th AC(AH) killed 300 enemy and captured 6. One hundred thirty seven small arms and twelve crew-served weapons were captured. The 9th Inf Division suffered 1 KIA and 2 WIA. The 48th supported the 9th ROK Division on several regimental-size combat assaults during the reporting period. The 30th Regiment, 9th ROK Division ended an operation on 7 August that had commenced 31 July.

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(Combat): Period Ending 31 October 1969

The 48th provided planning and execution of daily resupply and troop movement. On 22 August 1969, the 48th inserted the 3rd Battalion, 29th Regiment. This was phase 1 of a 2 phase operation. Phase 2 commenced on 10 October with the insertion of 30th Regiment, 9th ROK Division reinforced with one (1) battalion. The regiment operated in the mountains southwest of Nha Trang. The operation, known as Dong Bo 9, was terminated on 19 October 1969.

(b) Operations of the 92nd Aviation Company (Assault Helicopter):
At the close of the reporting period the mission of the unit continued to be general support of the II Corp Tactical Zone. Mission time was divided between support of Task Force South and 23rd Infantry Division LT CP which included the 44th and 53rd Infantry (Regiments), 3/503rd Airborne Infantry and the 3/506th Airborne Infantry (Airmobile). Additionally unit aircraft flew in support of Deputy Senior Advisor (DSA) II Corp Bao Loc, Phan Rang, Dalat Nha Trang and Ban Me Thuot. The company operated a forward tactical site at Bao Loc until 2 September 1969 at which time the unit was reunited at base camp in Dong Ba Thin.

(c) Operations for the 155th Aviation Company (Assault Helicopter):
The 155th Aviation Company (Assault Helicopter) continued to support 23rd Inf Division (ARVN), Detachment B-53 and B-50 (5th Special Forces Group) and other operations in Darlac, Quang Duc, Kien Duc, Tuyen Duc, and Khan Hoa Provinces. Emphasis on intelligence gathering missions (23rd Division sniffer and B-50) increased due to suspected enemy build-ups. To assist in the increased aviation requirements, the company received operational control of the following aircraft from the 52nd Aviation Battalion (Combat): four (4) gunships from the 189th Aviation Company (Assault Helicopter); four (4) gunships from the 170th Aviation Company (Assault Helicopter); and two (2) CH-47 Chinooks from the 179th Aviation Company (Assault Support Helicopter). In addition to the intelligence missions increase, six (6) new artillery fire bases were constructed (Coordinates YU 991838, 802634, 511429, 577538, and 696527), which had air line of communications only. The 155th Aviation Company with OPCON aircraft provided most of the required support.

(d) Operations for the 192nd Aviation Company (Assault Helicopter):
The 192nd AC (AH) continued to provide general support to Task Force South, 23rd Infantry Division (ARVN) LTCF, 116th Engineer Battalion, Deputy Senior Advisor (DSA) II Corp and administrative and logistical support for MACV personnel. Additionally, the 192nd AC (AH) provided aviation support to 3/506th Infantry, 1/50th Mech Inf, and "C" Co, 75th Rangers. A lift ship in an LZ was attacked by 8 NVA/VC. The crew chief and gunner took them under fire and eight (8) enemy confirmed KIA were credited. On 23 October 69, at 1855 hours, contact with one gunship was lost while in support of the 75th Rangers. Three days later the missing gunship and crew were located. There were no survivors.

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(Combat): Period Ending 31 October 1969

(e) Operations for the 201st Aviation Company (Assault Helicopter): The company continued to operate on a very diversified schedule. The 201st AC (AH) with Project Delta in the I Corp Tactical Zone operating out of the Forward Operation Base (FOB) at Mai Loc, gave aviation support to two (2) phases of Operation "3-69". The Phases supported were Phase II (Trojan Horse II), which began during the last reporting period and Phase III (Trojan Horse III), which began on 14 October 1969 and is in operation through the end of this reporting period. Aviation support of MACV Recondo School classes was also provided. The gunship platoon of the 201st Aviation Company (Assault Helicopter) has remained at the FOB during this reporting period except for a fourteen (14) day break that started at the end of Operation "3-69" Phase II and ended at the beginning of Phase III. Aircraft not stationed at the FOB and not required to support MACV Recondo School provided support for units throughout II Corp area. The types of missions were many and varied: resupply, combat assaults, parachute, concealed detector (Sniffer), search and rescue and medical evacuation.

(f) Operations of the 243rd Aviation Company (Assault Support Helicopter): The unit continued to provide general support in the seven southern provinces of the II Corps Tactical Zone. Specific units supported on a daily basis were: Task Force South/23rd Infantry Division IT OP, the 9th ROK Infantry Division (White Horse), 23rd Infantry Division (ARVN) and DSA II Corp. The unit recovered 16 downed tactical aircraft during this reporting period.

e. (U) Organization:

(1) During this reporting period, the battalion HHC and all companies came under changed MTOE. The general orders implementing the new MTOE were effective prior to this reporting quarter; however, the orders were received by this battalion in October. The following are the current MTOE and general order numbers.

(a) HHC - MTOE 1-256 GPO2; USARPAC GO # 329, dtd 24 Apr 69.

(b) 48th, 92nd, 155th, 192nd, 201st Aviation Companies (Assault Helicopter) - MTOE 1-077 GPO3; USARPAC GO # 329, dtd 24 Apr 69.

(c) 243rd Aviation Company (Assault Support Helicopter) - MTOE 1-258 GPO3, USARPAC GO # 357, dtd 1 May 69.

(f) (U) Training

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(Combat): Period Ending 31 October 1969

(1) Training this quarter has consisted of increased emphasis on aviation safety. Classes were held on safety procedures for aircraft crews; first aid has been reviewed and a vigorous check ride program has been pursued. Instruction on weapons safety and live fire exercises were conducted. Character guidance, command information, water safety, vehicle safety, civil affairs, field sanitation, military justice and escape and evasion were among the most important subjects covered this period. A jungle escape and evasion team from Clark Air Force Base, Philippines presented instruction to all units within the battalion during the quarter.

(a) 48th Aviation Company (Assault Helicopter): The training program continued to increase this quarter. A new flight program was instituted with more stringent requirements for pilots to become Aircraft Commanders.

(b) 92nd Aviation Company (Assault Helicopter): Command emphasis was placed on aircraft, vehicle and weapons safety. Standardization and maintenance subjects were also presented. Classes were conducted on a weekly basis concerning Geneva Convention, Code of Conduct, drivers' training and SAEDA (Subversion and Espionage Directed Against the United States).

(c) The 155th Aviation Company (Assault Helicopter) continued mandatory training with increased emphasis on weapons safety, aviation safety and survival, escape and evasion. Instruction concerning defense against sniper attack was also presented. The company increased its requirements for designation as Aircraft Commander: 300 flying hours in Vietnam, 5 hours night flying 5 hours hooded flight, two maintenance test flights, a score of at least 90% each on an open and closed book exam concerning information found in the aircraft operators manual and two check rides conducted by an instructor pilot while flying an operational mission.

(d) 192nd Aviation Company (Assault Helicopter): Mandatory training has continued throughout the period. A vigorous program has been initiated in the form of classes for personnel concerning subjects such as individual crew served weapons and perimeter defense. In September a film was shown and an informal seminar conducted by instructors from the Air Force Jungle Survival School, Clark Air Force Base, Philippines, on escape and evasion.

(e) 281st Aviation Company (Assault Helicopter): Training was given this quarter on the following subjects: sentry duty, physical security, escape and evasion, counter-sniper training, personnel hygiene, field sanitation, code of conduct, CBR Warfare, riot control, land mine warfare, civil affairs, first aid and emergency treatment. An officer from the SJA Office, IFVV, gave a class on the amendments to the UCMJ.

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SUBJECT: Operational Report-Lessons Learned, 10th Aviation Battalion
(Combat): Period Ending 31 October 1969

(f) 243rd Aviation Company (Assault Support Helicopter): The unit continued its cross training of non-aviation crewmembers. Qualification of individuals with the M-16, M-79 and M-60 was conducted. Weekly classes were given on mandatory subjects and bi-monthly classes were given on aviation safety.

g. (C) Logistics

(1) General:

(a) On the last day of this quarter, the battalion received a warning order to prepare to establish a forward refueling and rearming point to support operations west of Ban Me Thuot.

(b) Emphasis has been placed on obtaining as many operational cargo hooks for the UH-1H as possible. The intent is to enable the supported units to move small loads without requesting CH-47 support.

(2) Supply: The 155th Aviation Company (Assault Helicopter): During this quarter, the company greatly improved supply management by reducing the number of hand receipt accounts from 26 to 13. The unit also found the contract laundry to be operating in violation of the contract. Follow-up action resulted in cancellation of the contract and provision of laundry service by a quartermaster laundry unit. This should result in improved services.

(3) Maintenance

(a) During this quarter, the retrograde time for UH-1H aircraft was extended from 2200 hours to 3300 hours, for CH-47 aircraft, the extension was from 1800 hours to 2400 hours. Some initial difficulties were encountered because TBO items had not been requisitioned for the aircraft nearing retrograde. The difficulties do not appear at this time to be insurmountable but increased demand for parts can be anticipated due to additional unscheduled maintenance on older aircraft.

(b) 155th Aviation Company (Assault Helicopter)

(1) With eight (8) additional gunships under operational control of the 155th AC (AH), the unscheduled maintenance requirements have increased 30%. Mission with the parent unit of the gunships and with the supporting DSU have partially alleviated the burden. However, there continues to be

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a high unscheduled maintenance requirement which, if sustained, may result in a lower aircraft availability rate within the unit.

(2) Preliminary results of the new self-purging particle separator are encouraging.

(c) 243rd Aviation Company (Assault Support Helicopter): There have been a considerable number of forward rotary wing blades replaced due to erosion of the spar nose cap. The erosion causes dents in the leading edge in an area from the blade tip cap to twelve inches inbound of the tip cap. The dents develop into holes which necessitate blade change.

(d) Aircraft assigned as of 31 October 1969. (Incl 4)

(e) Quarterly Summary of Maintenance Data and Flying Hour Program. (Incl 5)

(4) Construction: Construction on Flanders Heliport remains to be completed. Higher priority engineer missions have halted work on this project.

h. (C) Communications: Efficiency of communications operations were significantly improved in the 281st Aviation Company (Assault Helicopter) by rearranging the installation of the unit's switchboard, the AN/PRC 47, the AN/VRC 47, and the newly acquired AN/PRC-41 (UH1), all of which must remain operational 24 hours daily. The new arrangement requires only one operator per shift which results in a reduction of total operators required without degradation of the quality of communications.

i. Material: None

j. Civil Affairs:

(1) 48th Aviation Company (Assault Helicopter): The company in cooperation with the 29th ROK Regiment and MACV team in Minh Hoa are presently engaged in building a hamlet office and classroom. Total cost of this building will be 118,000 \$VN. Emphasis is being placed on self help with 48th AC (AH) supplying the project coordination and instructors for the Vietnamese that will be doing the work.

(2) 92nd Aviation Company (Assault Helicopter): The company continued to supply candy and other sundries to the chaplain, 3/506th Infantry for distribution to orphanages in the Bao Loc area until 2 September when the forward element returned to Dong Pa Thin.

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k. Surgeon: The same medical detachments remain attached with the same basic mission and approximately the same patient density.

1. Information

(1) Publication of the battalion newspaper, Vagabond Voice, continued bi-monthly. The 155th Aviation Company (Assault Helicopter) began publication of a bi-monthly newspaper, Poolside Parable, during this reporting period.

(2) AFVN Radio 900, Dong Ba Thin, paid tribute to the 10th Aviation Battalion on its fourth anniversary of organization, 22 August 1969.

(3) The following PIO releases were processed:

(a) Printed releases: 58.

(b) Pictorial releases: 12.

(c) Hometown news releases: 260.

(d) Hometown news releases (Pictorial): 65

m. Chaplain: During the quarter, the 10th Aviation Battalion (Combat) chaplain has conducted a total of 26 Sunday and 57 Wednesday Catholic services with a total of 1375 soldiers attending. Services were conducted for each of the outlying units and some adjacent units.

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2. Section II, Lessons Learned: Commander's Observations, Evaluations, Recommendations and Command Actions.

a. (U) Personnel

(1) Observation: With assigned aviator strength reductions and an increase in flying time, the companies have several aviators who cannot fly each day because of the 140 hours-per-30 day period limitation.

(2) Evaluation: Most aviators who must be grounded for more than two consecutive days because of the limitation become bored and eager to return to flying.

(3) Recommendation: That 1st Aviation Brigade Regulation 385-10, dated 15 July 1968 be changed to delete the restriction of 140 flying hours-per-30 day period for an aviator and add the stipulation that any aviator who flies 140 hours in any 30 day period will be grounded for a 3 day period but may commence flying without regard to the previous 30 days after the 3 day rest and after having approval of the flight surgeon.

(4) Command Action: None

b. (U) Intelligence: None

c. (U) Operations:

(1) Observation: Wearing sunglasses with the SPH-4 helmet causes a loss of protection from noise by breaking the earpiece seal.

(2) Evaluation: 1st Aviation Brigade Regulation 385-10 requires the wearing of clear visors as opposed to tinted visors in flight helmets. To protect against glare from the sun, aviators must wear sunglasses under the clear visor. The SPH-4 is designed to prevent damage to hearing by having snugly fitting earpieces. The sunglasses cause the protection to be lost by breaking the seal of the earpiece against the head. The reason for wearing the visor is to provide eye protection from plexiglass splinters if enemy fire is received through the windshield. The clear visor can be used at night while the tinted visor cannot.

(3) Recommendation: That sunglasses or an easily removable tinted visor be designed for the SPH-4 which will not interfere with the snug fit of the earpiece.

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(Combat): Period Ending 31 October 1969

(4) Command Action: A letter which presents the problem has been forwarded.

d. (U) Organization: None.

e. (U) Training: None.

f. (U) Logistics: None.

g. (U) Communications

(1) Observation: The KY-28 on-off-circuit breaker switch breaks easily.

(2) Evaluation: Because of the location, the size, and the material from which it is made, the KY-28 switch is broken frequently.

(3) Recommendation: That a protective bracket be designed to prevent breakage of the switch.

(4) Command Action: A protective bracket has been fabricated by the 92nd Aviation Company (Assault Helicopter) which has stopped all breakage of the switch.

h. (U) Material

(1) Super shaft dust boot.

(a) Observation: The new super shaft dust boot tears easily.

(b) Evaluation: The dust boot does not appear able to withstand the normal wear in Vietnam.

(c) Recommendation: That a supershaft dust boot be made from heavier rubber.

(d) Command Action: EIR I53413 has been submitted.

(2) Airmobile Shop Set.

(a) Observations: The airmobile shop set does not contain a 5-10 ton jack or an APU.

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(Combat): Period Ending 31 October 1969

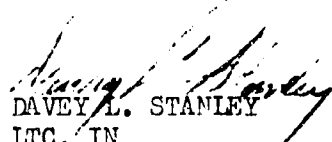
(b) Evaluation: The 5-10 ton jack is needed for raising the aircraft when changing the skids and skid components. The APU is required to start an aircraft with a dead battery. Both items were approved for retention from the Shop Set "C" which was turned in.

(c) Recommendation: That the 5-10 ton jack and an APU be added to the Airmobile Shop Set.

(d) Command Action: None.

i. (ii) Other: None.

5 Incl
as
Incl 2 wd HQ, DA


DAVEY L. STANLEY
ITC, IN
Commanding

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AVHOC-SC (14 Nov 69) 1st Ind
SUBJECT: Operational Report Lessons Learned, 10th Aviation
Battalion (Combat) for Period Ending 31 October 1969,
MOS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 25 November 1969

TO: Department of the Army (MCSFOR-DA), Washington, D.C. 20310
Commanding General, I Field Forces Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section I, Operations: Significant Activities.

(1) Paragraph 1b(2), Personnel, Page 1. There is a general shortage of the personnel mentioned within the 17th Aviation Group (Combat).

(2) Paragraph 1b(3), Personnel, Page 2. The 17th Aviation Group (Combat) has a critical shortage of qualified school trained technical inspectors in the 67-N, -U, and -I MOS.

(3) Paragraph 1d(3)(c), Page 5, Operations. Should be corrected by deleting entry on Kien Duc Province and changing the entry to read Lam Dong Province.

(4) Paragraph 1(f), Training, Page 6, should be 1f.

(5) Paragraph 1(f), Training, Page 6, does not reflect the number of days engaged in operations and training. Ref USARV Reg 525-15, Para 5b(1)(c).

b. Section II, Lessons Learned: Commander's Observations, Evaluations, Recommendations and Command Action.

(1) Paragraph 2a, Page 11, non-concur. 1st Aviation Brigade Regulation 385-10, Aviation Safety, 1 May 1969, contains the requirements on crew rest criteria. Compliance with the requirements of this regulation is a management function of commanders.

(2) Paragraph 2c(1), Page 11, (U). Some loss of protection will occur while wearing sunglasses or prescription glasses with the SFH-4 helmet. The amount of protection loss cannot be determined at this level. It is recommended that appropriate DA Agencies

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AVR-CL-90

25 November 1969

SUBJECT: Operational Report Lessons Learned, 10th Aviation
Battalion (Combat) for Period Ending 31 October 1969,
RCS CSFON-65 (HL) (U)

Investigate this problem area. It is further recommended that
aviators wear ear plugs when wearing the SFM-4 helmet and eye
glasses.

FOR THE COMMANDER:

MARC L. TUMAS
CPT, ADA
Adjutant

CF:
10th AB(C)

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AVFA-UC-HIST (14 Nov 69) 2d Ind (U)
SUBJECT: Operational Report - Lessons Learned, 10th Aviation Battalion
(Combat): Period Ending 31 October 1969, MCS CSFOR-65 (R2) (U)

DA, Headquarters, I Field Force Vietnam, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96384

(U) This headquarters has evaluated subject ORLL and forwarding
indorsement and concurs.

FOR THE COMMANDER:

ROBERT C. HOLLAND
1LT AGC
ASST AB

CF:
1 - CO, 17th Avn Gp (Cbt)
1 - CO, 10th Avn Bn (Cbt)

AVBAGC-0 (14 Nov 69) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 10th Aviation Battalion
(Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (RI)(U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 17 DEC 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-DT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the contents as indorsed, except as noted below.

2. The following additional comments are considered pertinent:

a. Paragraph 1b(1), page 1 discusses personnel rotations exceeding the 15% maximum for a given month. 17th Aviation Group (Combat) has five battalions with an approximate strength of 3,000 personnel. Since this problem was addressed in the previous OR-LL and the 17th Aviation Group (Combat) received an equitable share of personnel, redistribution of assets should have been accomplished at group level.

b. Paragraph 1b(2), page 1 discusses shortages of clerks, cooks and wheel vehicle mechanics. All replacements received by this headquarters are proportionately allocated to Groups for further assignment to battalion. A review of the 17th Aviation Group (Combat) strength figures shows the 10th Aviation Battalion (Combat) with an equitable share of assets available to the command.

c. Paragraph 1b(3), page 2 discusses the shortage of technical inspectors. There is a shortage of technical inspectors throughout Vietnam. Both USARV and DA are aware of this shortage and action is being taken, to the extent feasible, to alleviate the situation. 17th Aviation Group (Combat) is provided with an equitable share of available assets for distribution to its battalions.

d. Paragraph 2a, page 11 addresses limitations of the 140 hour flying program and proposes unrestricted flying after a 3 day rest period. Non-concur. If personnel have been flying fairly regularly during a 30 day period, there will be few instances where aviators will be "grounded" more than two days for flying over 140 hours. If most flying has been in the latter part of any 30 day period, aviators may well need more than a few days rest. There is danger in confusing good morale and the desire to fly with absence of fatigue. The "140 hours in 30 days" limit is one of the few means available to ensure commanders and operations officers monitor

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AVBAGC-0 (14 Nov 69) 3d Ind

17 DEC 1969

SUBJECT: Operational Report-Lessons Learned, 10th Aviation Battalion
(Combat) for Period Ending 31 October 1969, RCS CSFOR-65 (RL)(U)

flying hour programs to provide equitable workloads and limits on nonessential flying. For combat essential missions, no commander will be judged harshly if he is forced to fly aviators over the statutory limitation of flying hours.

e. Paragraph 2g(1), page 12 addresses breakage of the KY-28 secure voice on-off switch. This is a new problem with the KY-28 radio which has appeared in only one company. Since the switch breakage does not exist in other units, cockpit discipline may be the cause rather than switch design. The unit has been instructed to submit an EIR. Since the corrective action taken by the unit requires no holes, screws or permanent changes to aircraft or components, it is in consonance with sound maintenance practices.

f. Paragraph 2h(2), page 12 addresses the need for an APU and 5-10 ton jack in airmobile shop sets. The 5-10 ton jack and generator set, gas engine (APU), are authorized by SC-4920-99-CL-A77 July 1968. The 17th Aviation Group (Combat) has been notified of this information.

FOR THE COMMANDER:



ARTHUR W. LITTLE

CPT AGC

Asst AG.

Copy 3d Ind Furn:
CO, 10th Avn Bn (Cbt)


AVHCC-DST (14 Nov 69) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 10th Aviation Battalion
(Combat): Period Ending 31 October 1969, RCS CSFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 2 2 970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 10th Aviation Battalion (Combat) and concurs with the report as indorsed.

FOR THE COMMANDER:


L. D. MURRAY
CPT, AGC

Assistant Adjutant General

Cy furn:
10th AVN BN (CBT)
1st AVN BDE


GPOP-DT (14 Nov 69) 5th Ind (U)
SUBJECT: Operational Report of HQ, 10th Aviation Battalion (Combat) for
Period Ending 31 October 1969, RCS CSFOR-65 (M2)

HQ, US Army, Pacific, APO San Francisco 96558 20 Nov 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


C. L. SHORTT
CPT, AGC
Asst AG

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ORGANIZATIONAL CHART

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
HQ, 10TH ABC	Dong Ba Thin, RVN	96377
HQ & HQ Co, 10TH ABC	Dong Ba Thin, RVN	96377
130TH MED DET O/A	Dong Ba Thin, RVN	96377
339TH AVN DET (DIV)	Dong Ba Thin, RVN	96377
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48TH AVIATION COMPANY (ASSAULT HELICOPTER)	Ninh Hoa, RVN	96240
286TH MED DET O/A	Ninh Hoa, RVN	96240
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92ND AVIATION COMPANY (ASSAULT HELICOPTER)	Dong Ba Thin, RVN	96377
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155TH AVIATION COMPANY (ASSAULT HELICOPTER)	Ban Me Thuot, RVN	96297
8TH MED DET O/A	Ban Me Thuot, RVN	96297
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192ND AVIATION COMPANY (ASSAULT HELICOPTER)	Phan Thiet, RVN	96317
198TH MED DET	Phan Thiet, RVN	96317
363RD AVN DET (DIV)	Phan Thiet, RVN	96317
<hr/>		
243RD AVIATION COMPANY (ASSAULT SUPPORT HELICOPTER)	Dong Ba Thin, RVN	96377
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281ST AVIATION COMPANY (ASSAULT HELICOPTER)	Nha Trang, RVN	96240

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OPERATIONAL RESULTS AS OF 31 OCTOBER 1969

1. (C) Results

UNIT	Hours Flown	Sorties Flown	Troops Lifted	Cargo Lifted (TONS)	Enemy KBA	Struc Dam Des	Sampans Dam Des
HHC, 10TH ABC	228	674	0	0	0	0 0	0 0
48TH AC (AH)	6,769	26,820	37,417	2,192	32	27 15	3 0
92ND AC (AH)	5,254	20,148	36,573	643	20	14 6	4 0
155TH AC (AH)	7,425	18,943	35,724	337	0	0 10	0 0
192ND AC (AH)	7,356	18,955	26,821	639	76	18 35	15 2
243RD AC (ASH)	2,844	6,815	21,777	8,405	0	0 0	0 0
281ST AC (AH)	4,266	10,841	16,531	2,143	0	0 0	0 0
10TH ABC	34,142	103,196	174,843	14,359	128	59 66	22 4

2. (C) Losses

UNIT	Aircraft Lost	Aircraft Damaged
HHC, 10TH ABC	0	0
48TH AC (AH)	3	6
92ND AC (AH)	11	24
155TH AC (AH)	5	23
192ND AC (AH)	3	5
243RD AC (ASH)	0	5
281ST AC (AH)	1	8
10TH ABC	23	71

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AIRCRAFT STATUS AS OF 31 OCTOBER 1969

UNIT	UH-1C		UH-1B		UH-1D/H		CH-47A	
	Auth	OH	Auth	OH	Auth	OH	Auth	OH
HHC, 10TH ABC	0	0	0	0	0	2	0	0
48TH AC (AH)	0	0	8	6	23	19	0	0
92ND AC (AH)	8	7	0	0	23	19	0	0
155TH AC (AH)	8	8	0	0	23	20	0	0
192ND AC (AH)	8	7	0	0	23	21	0	0
243RD AC (ASH)	0	0	0	0	0	0	16	13
281ST AC (AH)	8	7	0	0	23	20	0	0
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10TH ABC	32	29	8	6	115	101	16	13

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QUARTERLY SUMMARY OF MAINTENANCE DATA AND FLYING HOURS
August thru October 1969

<u>UNIT</u>	<u>TYPE</u> <u>ACFT</u>	<u>AVG NO</u> <u>A/C ASGD</u>	<u>%</u> <u>FLY</u>	<u>%</u> <u>FDP</u>	<u>%</u> <u>EDY</u>	<u>HRS</u> <u>FLOWN</u>	<u>FLYING</u> <u>PROGRAM</u>	<u>% FLY HR</u> <u>PROGRAM</u>	<u>AVG HRS PER</u> <u>ACFT PER MONTH</u>
THC	TH-1	2.0	76.3	0.0	23.7	228	360	63.3	38.0
48	TH-1	25.0	83.0	0.6	16.4	6770	4500	150.4	90.2
92	TH-1	24.6	78.4	4.4	17.2	7595	4440	171.0	101.8
155	TH-1	25.3	96.9	0.6	2.5	7297	4560	160.0	95.5
192	TH-1	25.6	79.7	3.2	17.1	7189	4680	160.0	97.7
201	TH-1	26.0	83.8	6.1	10.1	5710	4680	122.0	73.0
243	CH-47A	13.3	54.4	6.8	35.8	2527	2000	126.3	73.3

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